THE APPALLING CALAMITY.

Additional Particulars of the Wreck of the Central America.

Account of the Disaster by One of the Passengers.

WEARLY FIVE HUNDRED LIVES LOST.

ONE HUNDRED KNOWN TO BE SAVED.

ALL THE WOMEN AND CHILDREN RESCUED

MAMES OF SOME OF THOSE SAVED.

Arrival of a Part of the Rescued at Savannah and Hampton Roads.

The Brig Barine on her Way to New York with Ferty-six Mere.

NAMES OF PASSENGERS AS FAR AS ASCERTAINED.

THERESTING TELEGRAPHIC DESPATCHES. Two and a Quarter Millions of Dol-

lars of Property Lost.

THE EFFECT IN WALL STREET. ACTION OF THE UNDERWRITERS.

Extent of the Hurricane Other Vessels Injured.

THE VERY LATEST.

On Saturday last, the 12th instant, the United States mail steam hip Central America, Captain Herudon, bound to New York, " the Pacid's mails, passenge s and we w to the number of some six hundred and sweaty five perre, foundered is a burricane off 'a e Hatteres.

The Central America was due at this port on Sunfay pervaded the whole community, but more parti-u'arly se whose friends and families were supposed to have

ne BERALD of yesterday we announced the laments his fact that she had perished in the gale, and that but few of her passengers were rescued. It is impossible at time to tell the number of lives last, but that it miget have neen immerse there is little room to doubt. The

On Poceday, the 8th inst., the Central America, in com pany with the Empire City, left Havana for New York, and up to the evening of that day they were in eight of men other; but towards night the Central America out-dis lanced her companion. On the following evening a heavy at until Saturday, the 12th tust , when it increased to a perfect burricane. This was dienstronely experienced by the Empire City; the Co'umbia, bound from this port to leston; and the So therner, bound hence to Savanmak. The effects of the storm on there ships we have

pored itst when the ill-fated Central America met the full force of the gale she was about fifty mile tily miles to the west of the taland of New Providence, beby Mr. Roberts that the Central America must have ten her machinery and drifted up the Gu'f stream

There is little doubt that the hurricane had a circular or was, in fact, what is commonly called a whiri he direction it took it is probable that the whirl. The outer edge of the whirlwind doubties struck be w Wednesday, the 9th, the time which the Empire City 4.1 rienced it, and from that time until faturday, the 12th reached her and she could no longer hold out against the errors of this swful phenomenoa.

the Conard steamably Persia experienced a heavy touch of is on Friday, which literally swept her decks, though her pourse was a good deal to the northward of the track o Central America and Empire City. Its fury reached as Ber south at least as Wilmington, North Carolina, where Senday, and versels continue to arrive daily at thi and other ports with the effects experienced in that terrible

Up to the time of writing we have intelligence of on undred passengers known to be saved, as follows:-

Of those on board the Marine twenty six are females How many more may have been picked up we canno now tell, but it is to be hoped that when further news

and good scabcal. She was built in this city in the year 1868 by William H Webb, called the Scorge Law, and made her first voyage to mber of that year. Her construction was of the wary bost description. She was diagonally braced with from from siem to stern, and was in all respects as staueof and safe as any ship affoat. In the month of July last she went upon the balance dock and was thoroughly over put in perfect order, and the voyage upon which the was 3,000, carpenter's measurement. She had in marine engines, each strip five inches diameter ertinder and ten feet stroke. Her engines were built a the Morgan Iron Works, and her last repair was at the Al laire Works. There were on board of her six life boats, two of which were Prancis' metallic boats, and four with the patent sir tight tubes attached. Each one was caps ble of holding fifty passengers. There were also between

Her captain, Commander Herndon, of the United that no danger which skill or foresight could ward of would have resulted so disastrously to the unfortunate to the company cannot fall short of #210,000.

The amount of specie on freight is put down at \$1,500. particularly at this season, bring large amounts in gold in their persons and in their baggage. Any one who has served them landing at the piers must have been struck and the great difficulty always experienced in lifting and areying them—two men being usually necessary for be purpose. We remember that when a returned Cali dan was robbed some time ago at French's Hotel ere was some three thousand dollars in his trank. I would not be an undue average, then, to put the amount the sand dollars. She is reported to have taken in \$125,000 and Havana in addition to the \$1,000,000 she had on her ori castion of passengers, would make the amount of treasure lost a little over two millions of dollars.

It is remarkable that the Central America is the only

onging to this line ever lost on the return voy age, though the line is in operation since December, 1848 his is the first instance of a loss of life or of specie on any

On the lat of Oxtober, 1884, the Yankee Blade, belongto Mills' opposition line, was lost on her return voy age 200 miles math of Ban Francisco, with 900 passenger on board, of whom suirty were lest. Two handred those sand dollars in specie went down with her; but sixty

boursand dollars was subsequently recovered by divers.
The other ricemetips lest in the California trate since the opening of the gold mines, were:-The independence Feb. 6, 1868, with a loss of 180 passengers; the Tenne from Pasama to San Francisco, lest by going a here at the mouth of San Francisco harvor in March of the same year-a total form, as far as the ship was concerped; the propeller 8 8 Lawis, from the Juan to San Francisco, ran ashere and lost in april of that year; in Droember, 186 t, the Winfield Soots, from San Francisco to Panama, west ashore as Anacapa island and became a total loss, the asrengers and specie being saved. And on the 25 h of the rame month Christmas day, the 10 fated steam his San Francisco, with 700 United States troops on board, was lost, and 200 souls perished Thus it will be seen that 1058 was a year singularly disastrous to vessels on the Califor

o this date of the present year, from that of last year, to \$5,321,604, the relative receipts being: -

To the 14:0 Sectember, 1856. \$27 938,434 Same time in 1857. 22,611 830 Total \$ 5,821,604

hat decrease would have been resuced to \$8.711 604 Not for many years has a gale of equal a verity deso ated our coasts as tole one by which the Central america was destroyed. Every ship on the fine of its wavel suffer ed severely, and the whole extent of the damage done to not and never may be known. The ocean for miles around was strews with fragments of wrecks; and there is no doubt now that the portions of wheel houses door papeland furniture, seen by the ships Falcon and Commerce, belonged in part to the lost Central America

The Empire City, in her efforts toget into shelter at N vrchoirs, and every available article of wood work to keep

her fires going.

The clumbia, a steamship, which left New York on Wednesday, the 9th, for Charleston, reached that port with the greatest difficulty on Sunday. For eighteen hours the time she was in imminent darger either of capsizing or foundering, every timber quivering under the terrific storm encoun ered by both these steamships, the unfor te Central America, white loss has tafficied so much misery upon so many families in this and other cities of the Union, must have been delivered up to the fary of a tempest infinitely greater. The detailed horrors of the we shudder to think of the revelations yet to be made—the magnitude of the loss; the protracted agonies of the sufferers; the struggles between hope and despair; the wild battling for tife in the midst of death of all, the endless sorro which no balm can heal; that mus fall upon a thousand hearts and homesteads, as each day's report confirms the dreadful anticipation, or dashes into regments the last remnant of a hope clong to with that desperate tenacity with which affection endows the

Viewing this appalling calamity in its most favorable phase all these things must inevitably result from it. NAMES OF THE OFFICERS AND CREW OF THE CENTRAL AMERICA.

William L. Herndon, Ome E. W. Hull, parser.
Dancer.
Charles M. Van Rensselaer,
Litteffber.
Litteffber.
Charles A. Myers, 3d officer.

James M. Black, books wain.

George E. Ashby chief. D. John Ree, 1st assistant. W. Henry Keeler, 23 assist. July Geo. Buddington, 84 as 4. Drnald MaDmald, 4th as't. Won Jones, 5th assistant Joseph Clark, 4th assis't. Richard Reed.
Record La vrence.
Edward Brown.
Tros Parker.
Wm Jerkson.
Jas Mol., are.
Timothy Mosvaen.
Ouas. H. Boyd.

Morgan Radgeley. Martin Hyde Alexander Grant. Bernard Concklin. John Smith. John Clark.

Patrick Garin.

James Yancey, at Wm. Wiggles worth, ste wm McLalian,
ARTHYMEN,
Wm Stevens.
Heary Holosomb
James Heary,
George Wilson,
Peter Kelley,
John Blue.
Rebard Painter,
Wm Myers,
Wm Hare.
Ettas Libbey,
John Young.

Patrick Carr. George Siewart. John Davosey. Edward Doyle. John Jones.

James Brestler.
En Clemens
Bartlett Garnor.
Oyprian Nelson.
John Brown.
William Perkins.
John Brewn.
Milliam Perkins.
John B Freeman.
Michael Deyer.
Patrick Carroll.
Archibald McHeal

Richard Gilbert, officers mess boy. Wm. Figun, firemen's It is thought that Ther as Mathers, Robert Christy, Wa Borne, who worked their passage, left the ship at Aspin

SKETCHES OF THE OFFICERS OF THE CEN-

TRAL AMERICA. Commander William Lewis Herndon, commander of the Central America, and who there is but too much reason to fear has gon ; down in that ill fated versel, was a native of November, 1828, and has, consequently, been twenty nine years in the service. Of this, fourteen years and seven onths were pessed at sea, nine years on shore duty and five years and four months unemployed. Lieut, Herndon's early professional career was marked by all the qualities that di tinguish a thoroughly educated and efficient effice and so high was the opinion formed by the department of his expedition to explore the valley of the Amazon in conten tion with Licut. Gibbon. The object of that expedition, a our readers may repollect, was to sacertain the importance. present and prospective, of the free navigation of the Ama you river. To enable the government to form a correct columnto of the advantages of this project, Lieut Herr den was instructed to secertain—Ist. The then condition of the sliver mines of Peru and Bollvia, their yield. and how and by whom they were principally wrought 2d. What was the machinery used, whomse obtained, and how transported. Sd. What impulse would the free navi gation of the Amazon give to those mires, and with wha description of craft that river and its tributaries sould be worked. 4th. What inducements were offered by the aws of Peru and Bolivis to emigrants to settle to the castern provinces of those two republics. 5th. What wer the staple productions for which the climate and soil of the valley of the Amazon, in different parts, were adapted Finally, be was directed to make such geographical and scientific observations by the way as were consistent with he main object of the expedition.

The results of Lientenant Herndon's explorations we published by Congress in 1868, and reflected the highest credit upon their author. They presented a body of facts of the most interesting character in regard to the regions watered by the Amazon, and drew the attention of other countries to the advantages to be derived from opening up a trade with them thazil, which, although more immediately interes field of enterprise, was stimulated by our example to conclude a westy with Peru for the mavigation of Amazon. A ope were taken to give practical effect to this treaty by the construction of steamboats and an attempt was made by Brazil to close to other nations and monopolize to herself all the advantages of

the De Lousu con ract. There is no doubt, however, tast by the terms of the original grant and decree of Pera our tizens have a legal right totrade upon the loterior waters of Pe. u and Bolivia, and measures have since been taker o sesert that right

After a short interval of repose from the fa igues of experition, com Hernden was named to the command o the United States mail stramably George Law, subse rentry called the Central America. In his intercour with the passengers travelling by this line his meaner and bearing were of the most courteous and conciliators

Com. I erndon leaves a widow and an only daughter who are well known in the fastionable circles of Wast ington. Who Bern on has a fine voice, and is considere one of the best private singer: in this country. They have been passing the season at Newport, and have probably meetred there the nows of this terrible blow.

CHARLES M. VAN RENFERLADE, PIRST OFFICER. Mr. Van Rentselaer was the first officer of the Contra America, and connected with the old Van Rentselaer fa mily of Albany. He was a single man. He has been con needed with the line about three years, during which tim e has proved himself a very efficient officer and made service as a liculement, and was one of the officers droppe when that branch of the service was reduced in namber This fact, however, can by no means be mentioned to hi discredit, since the role of seniority was adopted, by which many efficient men were dropped, simply because they had been lately commissioned, and many mefficient once we e retained simply because they had been longer in the service.

JAMES M. PRAZER, SECOND OFFICER. Wr Frezer was the second officer, and an able man. H has been connected with the line a number of years, alwave giving satisfaction. Occasionally be has left the ser-vice when ships have been laid up, but has returned un der different captains. He is a married man and forte ately for his trembling wife, is reported amongst the few

CHARLES A. MEYERS, THIRD OFFICER. Mr. Moyers was the third officer of the ship, and has been connected with the line several years. His loss will be deeply mourned by a wife and family, and a large circle of friends. He was an expelient officer

B. W. BULL, PUBSER. his energy and ability had worked his way thes far in the and has been a purser of the California lines of ateamant ever since they were started. The HERALD has been in ways written with concise precision and business ability and promptly delivered. He was a purser on the Empire cific lines was eff cted, and was retained by the consoli dated company. Mr. W. H. Hall, the ship storekeeper, was

Dr. Tennison has been a surgeon on this line since 1851 in diff sent ships, and has proved himself an ab o physic clan as well as a humane man. He was unm wried, but leaves a widowed mother living. His brother is a rest

NAMES OF PERSONS BELIEVED TO HAVE BEEN ON BOARD THE CENTRAL AME-

There being as yet, of course, no list of the passes of the Central America, and no probability of any being received for a month to come, or until the arrival of the were supposed to be on board. To give as much as possi ble of this important information, the following list has been prepared from various sources. It will be observed that a number of persons supposed by many of their friends to have been among the unfortunate passengers were safely at their homes.

Benalor Gwyn, of California, it was currently run

posterday, was expected by this steamer; but by the fol-owing deepatch, kindly furnished by Mr. Ausen, re-ceived from Mrs. Gayn, it will be perceived that he was not to leave California until the 5th of September:—

WARRENGTON CITY, Sept. 18, 1857. Mr. M. Areren:-Dr. Gwyn was to leave on the 5th of September

David Broderick, also United States Senator of Cali-

Judge Hydenfeldt, of the Superior Court of California, is Mr. Lookwood, of San Francisco, of the firm of White & Leckwood, of Lafayette, Indiana, was to have come by

this steamer. Isaac V. B Nash, of No. 666 Fourth street, was on board. Dr. Parker, of San Francisco, was expected by his

Judge McCorkle, of California, a prominent candidate for Governor before the Democratic Convention, designed to

Mr. J. W. Raymond, Vice President of the Pacific W Steamship Company, telegraphed to A. J. Easton, one of he pamengers of the Central America taken into Norfolk to see if the (Raymond's) son was on board the lo steamer. Mr. Faston replied by telegraph that he was not The intelligence relieved Mr. Raymond of great anxiety, as his son had gone to California on a pleasure trip, and

was expected by this steamer. Quite a large number of persons who expected their friends in the Central America crowded around the offi of he Steamship Company this morning, hoping to hear further news respecting the loss of the steamer.

A lady with two children was early at the office, t make inquiries, and stated that she expected her husband The New Orleans passengers of the Contral America were put on board the Philadelphia at Havana and taken safely to their destination. The Pacific Mail Steamship Company telegraphed penterday to its agents at New Or from the passengers who have arrived there concernie the Central America, the names of her manogers. An

Gabriel D. Brush, buggage master of the Panama Rail road Company, and formerly measures of Freeman

Co.'s Express Company.

A G. Robardson, wife and child, formerly agent of the Pacific Express Company, in Sacramento, and then on his J. Birch, President of the California Mail Stage Company

it is thought was on board; although some of his friend express their doubte of his leaving at that time. His wife the is stopping at the Metropelian Hotel, thinks he did not take passage in this steamer.

The following members of the "Can Francisco Minstrele" it is thought were on board, as the first and last named

were under an er gagement at "Bryant's Minstrele" in th city, viz.:-8 C. Campbell, Wm. Birch, S. A. Wells and George Coce. They went out with Christy about two years time returning home.

Phillip Sackbower, of Huntsdale, Pa., who had been i

Mr. Scherienzity, one of the employ ds at Castle Garden. Dr. Henry Ra ce, a brother of Geo A. Raice, of No. 34

Mr. Dean, a son of John Dean, a dry goods merchant i Hartford, Conn. He has been abrest for about nine years and his father has been at Earlo's Hotel for a week await ing his arrival. He went back to Connec lent yesterday val. The sad news will have reached him are this. A young man named Gurdon Cottrell, of Norwich

expected by the last steamer, but not coming in that, it is presumed that he took passage in the Central America.

A Mr. Maxwell, from Sacramento, expected his suite and her husband. Wm. Dovotor, an assayer, whose wife resides in Six

Conn., is supposed by his friends to be on board. He wa

teenth street, near Ninth avenue, was expected by her, as he had written that he would come on in August.

Mr. T. V. Vanness, from Rochester, stopping at the Merchants' Hotel had reason to boileve that his son was on board of the ill-faled steamer.

W. O. Mills, of 47 Pearl street, we understand, had is

all probability a sister on board, who was to have been married just before leaving California. At the GirardiHouse is a letter addressed to "Charles R Boy d, steamantp Central America,' written by his rather. who returned to Albany (where he resides Jahon

M. M. tay or, a Frenchman, who does business to Nicare

A. J. Easten and lacy were passengers, and a despatch was yesterday received at the Metropolitan Hotel, from Norfolk, which susoun ed that they were safe, such being saved upon a different weeps). Oliver Garrison, of St. Louis, who is a brother of O. K.

J W. Turnbul and lady. Mr. Turnbull was in the li poor and produce business in San Franci hr. W. Y. Clark, of this city, said he had a brother

Mr Aaron Hawley, a produce merchant, formerly from

Bridgeport, Conn.,
Also his uscle, Thomas Hawley, was expected homeabout this time. The family feel very anxious about the

ill fated steemer, our apprehensions as to those on board are augmented by the fear that among the lost are a large number of the officers and crew of the Uni ed tales frimenths ago the Navy department determined upon a wans fer of this ship to San Francisco as a permanent store yes erew returned not long since to this port via Panama, and were discharged here. It will be noted also, that recently several officers have been ordered to the Pacific to relie re hose whose term of service had expired on board the In dependence By reference to our flies, we find that or the 5th of August last the Independence was at Pacama, on route for Pan Francisco. It is possible, there'ere, that all the escential part of her personnel were detained on the lethmas to swalt the return of the unfortunate Center america, and in this we have in some measure a s, couls tive rease p for the melancholy locath of her passenger has Our hopes are that this may not be so, but our fours are yet to be realised when the sad tidings reach us in detail We learn, however, from Washington, that so officers either of the Navy or War department, were expect hingleamer, and it is to be hoped that name were on board

THE EFFECT IN WALL STREET. ONE MILLION SIX SUMPRED THOUSAND A DILLARS IN-SURED IN FOREIGN AND A O4E OFFICES—PROMPS ACTION OF THE INSURANCE COMPARIES.

the rad intelligence of the loss of the California s'eam columns of the HERALD Pesterony morning throw a gloom over the city, and brought into many a happy home too wall of afit o lon, was received among the money changers and worshiepers of Mammon with varied feel age of rainful arxiety. It was supposed that the witherswal, at the rease the monetary emba rasamenta that of late have been to severely felt, and be the means of causing a strin get cy and depression in the money marke resulting dis st out! to several of our largest bosnes engaged in the California trade. This universal autic pation at an early bour sheet general confidence, and all felt as if the in pending disaster had actually taken place. Those who were most interested kept ranning to and fro, questioning been eff cied; and notwiths anding assurance were promptly given that all would be made right, the information was received more to feathan in hope. When it is considered that near a million of dollars would be immediately demanded from the different insurance companies, and the late extreme pressur-scarcely over, it is no wonder that Wall street presented during yesterday morning many clongsted countenances. Rumor, too, with her thousand tongues, was busy in adding to the common minfortune, by s reading eports of failures and suspensions; and at every step in that celebrated locality you heard of some anticipated disaster. There was the emipent house of --couldn't stand it;" and then as to insurance companies, the the articipated trouble was more in fear than in fact; and as the day were on the general gloom was succeeded by a more buoyant feeling. It was ascertained that the greater portion of the insurance effected was in foreign

offices. The total shipment of specie was about \$1 600,000 Of this amount we are informed the following are insured Wells Fargo & Co. \$300,000
Doncan, Sherman & Co. 180,000
Robb, Baller & Co. 180,000
As, in -ail & Go. 100,000
Wm. Hoge & Co. 50,000 Total insured in Europe......\$750,000 There is also a rumor that several other loguranous have

will not be over \$700,000. This sum is divided among the Sun, Atlantic, Great Western, Pacific, Union, Orient, Compercial, Mercantile and New York. The steamer was valued at \$250,000, and was not insured, it being the setom of the company not to insure any of their vessels

While the loss was being thoroughly joun rassed and its consequences dwell up in, the underwriters, with a liberal ty very commendable at the present time, deter-mined to liquidate all claims on due presentation. This announcement had a wonderful effect in calming the conopeasiness, and was an agreeable surpris to many creakers, who foretoid divers unboard of casualties. Of course the loss will full heavily on the insurance companies; but they are abundantly able to bea objects of the following resolution, agreed to at a meeting

We, the undersigned, underwriters of the treasure per steemer Central America, from aspinwall to this port, in the precent state of floancial affairs, deem it proper to give this public notice, that upon the precentation of the proper proofs the claims against our respective companies will be promptly paid, in conformity with the policies, and when requested by the assured will be discounted.

The Atlanue situal Insurance Company, by J. D. Jones, President.

President.
The Great Western Insurance Company, by Richard La-hers, President.
The Sun Mutual Insurance Company, by A. B. Nellson,

Tree Union Mutcal Insurance Company, by F. S. Lathron.

The Orient Meiual Insurance Company, by Leopold Bierworth, President.

The Commercial Mutual Insurance Company, by Daniel Drain Smith, President.

The Mercantile Mutual Insurance Company, by Elwood

The Mercantile Mutual Insurance Company, by Elwood Water, President. The New York Mutual Insurance Company, by John H. Lyell, Vice President.

The Pacific Mutual Insurance Company, by Affred Ed-

Nav York, Sept. 18, 1857. The duplicate bills of lading will be rejeived by the steamer due on the 56th last, so that is care of ices the only inconvenience by those to whom remittances were made by this conveyance, and insured in New York, will be the delay of a few days in the realization of their

we understand, also, that the foreign companies are brand to the same course of action pursued by those

flately on the London insurers for the amount of shipmer are Sather & Church, who have about \$250,000 by ach steamer, are insured in the following offices:-Atlan

tic, one fourth; San, one fourth; Great Western, one fourth Pacific, one eighth; and Union Matual, one eighth. A special shipment of \$50,000 is covered by the ge-pelloy of the Mesers. Aspin wall in London.

shippers of coin from California, have standing policies of insurance, in the aggregate covering one million of dollars the four following named companies in London:-

Mesors. Coleman, of Wall street, are insured for abo

50,000 in the Sun, Atlantic and other offices. The American Exchange Bank has insurances effect on \$300,000, all but \$50,000 of which is in the following offices:-Sun, Atlantic, Great Western, Pacific, Union neurance with others. The \$50,000 above excepted is t

Some of the \$700,000 insured in Wall street, had been re-insured in Boston. It was supposed also that some few policies were held by offices in both Boston and Philadel phia, not connected with the New York risk. The appearance, of Wall street in the afternoon was

marked contract to that of the morning The groups which congregated around the corners had left off predicting a monetary crisis, and had betaken themselve to confoling on the immense excrision of human life, and the saf be rearement of many families in the loss of husbands. wives, fathers and mothers. The action of the Soard of

Underwriters was the subject of oul gutto remark; and vessel, its diew, and tre hundred passengers, re are happy it is not our province to inc each the polgrandy of the public calamity by superadding to that great and over-whelming minfertune the recital of another mone ary

THE EFFECT OF THE LOSS OF THE TREA-SURE IN THE COUNTRY.

While too much regret cann it be expressed at the fearful ion of heman life by the foundering of the Central America, it must not be forgonen that the low of he specie and mails will occasion much suffering Aside from the great inconvenience to the mercantile community from the miners in California to their friends or families here can taining remittances, the loss of which will be deeply feit Perhaps many families were depending on these refor the payment of rent, or the purchase of later stores the lack of which will occasion much suffering, and form

THE NEWS IN PHILADPLPHIA.

PHILADELPHIA, Sept. 18, 1857. bave called at the express off es and upon the principal brokers, but all declare their inability to give on about any consignments of specie they them know any thing but the newspaper reports. None of the survivors have reached this city; none of them nave come by railroad from Baltimore, and there are no steamers due to-day from North or South, outside the capes. Thinking some of the coast steamers might have upon their agents this afternoon, but there are an steamers due to-day. So nothing could be learned to that

The news has made a profound sensation in this city and growds who are anxious for the latest intelligeno throng the newspaper offices.

PHILADRIPHIA, Sept. 18-44 P M. The stock market is feverish and all descriptions are ower. Gloom is depleted in every countenance, orcasion ed by the loss of life and property in the swam ship Jea tral America: also the 1 as of the steamship Norfolk, o this city, with \$100,000 worth of cargo. Those disasters and the previous panic in the money market make things lock very bad here. THE NEWS OF THE LOSS OF THE CENTRAL AMERICA

IN WASHINGTON.
WASHINGTON, Sept 18, 1867.

It is not anticipated by et her the War or Navy Depart ment that there was any government officer on board the that Dr. Gwin, of California, was among the passengers but his family say not. The State elections must have de thing is excitement on the subject and nothing else t

CURIOUS COINCIDENCE IN THE NAMES OF VESSULE THAT BAVE PAVED SHIPWHECKED PERSONS—THE NORW BOIAN, KRAMEN AND HAMSCEG BARKS

shipwreened steamship Central America had been picked up by a bark Eine, coupled with the fact that the Ham burg bark of that name is now due at this port, gave strong credence to the opinion that the in ter was th tunate vessel. It proves, however, to have been the Nor-wegian bark Elise, bound from Honduras to Engand The coincidence is remarkable, from the fact that the Han burg back Kitse and the Bremen back Elise were the ones that saved so many of the persons spip wrecked from the French steamer Lyonnais. The Bromen bark Edre, Captain Nordenbalott, was the versel that first gladdened the eyes of the mate's boat, containing states of those or board the Lyonnais, who, after abandoning the ship, had been toesing about the open sea for six days.

The passengers were taken on board, suffering terribiy from exposure and cold. On the next day, in latitude 4 degrees 50 minutes north, longitude 65 degrees 40 minutes the Hamburg bark E'lee, Captain Noticon, the one amp posed to have saved the passengers of the Gentral America, was spoken, bound for New York. Captain Nettson willingly consented to give such as desired it a passage to New York, all but two of those saved availing themselves The agents of the Franco-American Steamenip Compan

in this city properly rewarded the office a of the two barks vices in saving and caring for the passen gers and crew of the Lyonnais. Captain Neilson was presented with \$200 in money and a splendid silver tran was a richly chased and beautifully ornamented piece of

work. It bore the following inscription:—

Fresented to Captain Adolph Retizon, of the Hamburg hyrk Elize by the agents of the France a merican steamship thompany, for having taking a portly nof the asset gers and one of the ill-freen steamship Lycansi, from the Brennes back Elize, which had rescued hem from an open hout a see and for his humanity and kindness of treatment to them on his voyage to New York. voyage to new York.

A similar present was made to Capt. George Nucleaholds

The name Elise proves to be a favorite in the north of Europe, and there are several Norwegian barks bearing ! which have never come to this port. That three vesses bearing the same name should have been instrumental in saving lives supposed to have been lest by shipswork, must make it famous in the annals of humanity.

THE MAILS OF THE CENTRAL AMERICA

AND THE EMPIRE CITY.

The conduct of the fortmaster at Norfolk in refusing, as alleged, to receive and forward the mails of the Empire City, is now the more condemned from the fact that the Central America has been lost. Merchants in the West India trade have been sadly inconvenienced in not somer receiving duplicates of letters and drafts sent by the Cen tral America, and further intelligence may also be received by this mail of the passengers and cargo on board. Despaiches were sent from the Post office in this city yester day, to ascertain the cause of the strange conduct of the Port master of Norfolk and the whoreaboute of the Empire City's matis, but no ratisfactory explanation was received. It is presumed that some municipal regulation regarding wes sels from Havana has provented the reception of the mails, for fear of yellow fever or some other contagion, which the city of Norfelk has sad cause to fear. A report was circulated that the mails had been thrown ashore by Capt McGowan and were on their way here. This could not be the case, as they would necessarily have to come through the Port office by the regular mail agents, and it is therefore considered probable that the Empire City will bring the mails herself. Should this supposition prove true, they will probably reach this city sometime to day.

INCIDENTS.

The following telegraphic despatch was received yester-day by the proprietors of the Metropolitan Hotel in this city from one of the survivors —

Mesers. Boxson Latage & Co -Tell my wife I am eafe, if she has arrived; if not, tell her relatives James Birch was on board, but I do not know

If he was raved.

A. J. Easton, R. T. Brown and Capte in Badger, and all that are saved that belong to the steamer, are sent on brig Marine | A J. EASTON.

We learn that both Mr. Easton and his wife were pas rengers on the Central America. It is supposed that Mr Easten was saved from the wreck of the remei by the

bark Elise after his wife had been rescued by the Marine and that be, knowing that the Marine was bound for Nes York, and supposing that she might have arrived, sent this deepsich to Mr. Leiand. The parties named in the desysteh were briends of Mr. Leiand, and this will account for the selection of their names from the many saved. J. C. Lenes, Erg., a young gentleman connected with

the press in Cuba, took passage at Havana for New York on board the steamship Central America; but returning on shore to get some baggage he had left behind, the steamer Empire City, which left that port one hour after the Cen

TRACES OF THE WRECK. A letter to the Baltimore Exchange Reading Rooms. dated Norfolk, Sept. 16, mys :-

The bark Sarah A. Nickels, which sailed from Baltimore est 12, for Montevides and a market, when at anchor on

the Horse Shee, on Sunday night, during the gale, ker oth anchors at 5 P. M., made sail and get to sea at 9 M , next day, and returned to day, and as soon as other anchors are obtained will proceed to rea. When at sea, Cape Beary distant twenty ave miles, and bearing west by north, saw a quantity of wrested mattresses, belong

ing, apparently, to a stoomer. Among t them one part of a sheel heuse, painted write or a very light color, the side of a cabin or saloon, with four windows in M and a

THE LATEST.

TELEGRAPHIC DESPATCHES

ARRIVAL OF THE KLISS AT HAMPTON ROADS ELWI OD WALTER, Secretary to the Brand of Under writers:-The Orbiral America foundered at see on the evening of

Twenty six females [and twenty others] were taken of by a brig | firig Marine, Capi B.rt, from Cardenas, Aug.

Fifty [' rty mine] passongers rosmed by a Norwegian back (the Eim) bave been brought into Hampion Roads. All me officers lost, except Mr. Frezer.

Engineer A boy deserted the ship in a boat. The treasure is all lost

The Em tre City sails heree for New York at 10 4. M DESPATCHES FROM CAPT. H'GOWAN, OF THE EMPIRE CITY, 10 M. O. BU-BR "H

M. O. Roberts, B.q., scent of the United States Mall Steam bip Company, received yesterday morning the folowing despeich from Ca tain Meti, wan, of the Smptre

The Empire City put to sea this morning in search of the Central America, and fill in -th the brig 10 se, with fifty of the Central America's passengers on board. We

JOHY MOGOW AN. NORPOLE Sept. 18, 1867. The Central America foundered at see on Saturday evening hat, at eigh o clock. Fifty passongers were resued ir m pieces of the wreck by a Norwegian bark and brought into Hampton Roses Trenty s x females were sk a from the ship by a brig three hours provi only. The officers were all lost except Mr Frazer, second officer. the f Engineer A-bby took a boat and deserted the ship.

took them off, and will proceed at once to New York

start for New York with the surviving passengers at Commander Seamship Empire City. The Empire City, with her and freight, will be due here

this afternoon. NAMES OF SOME OF THOSE ON BOARD THE MARINE BOUND TO NEW YORK.

The steamer was lost when two mises off Cape Hat The steamship Empire City, which sailed from here for New York, takes a part of the passengers.

Mrs. Badger, James M Frazior, 2d efficer, 12d efficer, 12

It is preinvely stated that all the ladies and children who were passengers in the Central America were saved on board the Barine. Another statement is that all that ladies and children on board the Central America were saved. FIVE MORE SAVED AND ARRIVED AT SAVANNAM. HAVARNAH, Sept. 18, 1857. The back Saxony arrived here this morning with five of

the passengers of the Central America. She reports the otal loss of the vessel, treasure and mails, and about five hundred of the passengers and drow. Has reports that forty women and children were saved by the brig Marine, of Boston. The sea was very heavy. Forty-nine other passengers of the Central America were picked up by the The names of the five passengers saved by the Saxony

H. H. Childs, of the firm of Childs & Dougherty of New York. Resides in East Intriy second street. Jabes Howes, of the firm of George Howes & Go., San

Francisco.
Grorge W. Look, of Maine.
Addiph Fredericks, of San Francisco.
Robert Ridley. [The Sexony, Capt Smith, sailed from Seston for Saven

TER WAY ME. CHILDS WAS SAVED.

SAVANNAH, Sept. 18-4.30 P. M. Mesers. Childe & Dougharre, No. 41 Exchange place:-I was in the Central America whon she went down. After awimming six hours I reached a romal and was resourd. I am now starting for home. The treasure and the mails are lost. H. H. OHILOR.

RAVASNAH, Sopt. 15—2:35 P. M.

Steamer sunk on the 15th. Five hundred went down Ellen [Ellen]. I was then transferred to the bark faxony for here. I shall loave by the next train or best. Lon-BENRY, H. ORILOS.

NAMES OF SOME OF THE PASSENGERS OF THE CEN-TRAL AMERICA RESCUED BY THE SARE BLUE. The brig Marine succeeded in rescaing twenty-six we

men and children and twenty men from the stoamel The Norwegian bark Eize, from Belize, Hon

bound to Falmouth, England, rescued-A Y. Enstein,
O. Har roy,
Thorass McNellsh,
L. W. Polins,
J. C. Tay lor,
H. Hollans,
W. H. Ele,
R. Chang,
John W. Orafis,
John McOnber,
J. A. Forrestor,
J. V. Clark,
H. T. O'Cunner,
F. A. Walls,
S. Col well,
R. M. Less,
Jancou Jackness,
Charles Beld. Dound to Falmouth, England,
Capt Thomas W. Badger,
Bosen T Brown,
Juseth H. Ross,
W. A. Oncorne,
W. Chese,
C. Agel,
W. F. Fickber,
Chas A. Vese,
W. J. Casey,
Henry Hariman,
Henry A. Runnol,
J. Birch,

above are the names of only thirty nine. - Kp. Bruand. THE VERY LATEST.

ACCOUNT OF THE DISASTER BY A PAS SENGER ON BOARD THE SHIP. Accourts, dept. 18, 1867.
The following is the statement of Henry H. Childs:—

I left Havans on the steamship Central America for New York on September 8. The weather was delightful and be sea calm on the passage from Aspin wall. On the afternoon of the day of sai ing from Havana freeh westerly breezes aprung up. On the following morning the winblew very strong, the gale continuing to increase in violence as the day advanced. At night there was no abate ment in the fery of the gale, and it commenced raining ranning very high. On Friday the sterm raged fearfally. At eleven o'clock in the morning of this day it was first At leavest one partengers that the steamer had spring a leak and was making water fast. A line of mon was immediately formed, and they went to work bailing out the water from the engine rooms, the free having already been extinguished. We gained on the water so much been extinguished. We gained on the water so much that we were able to get up steam again, but we held it but a few minutes, and then it stopped forever. Buil-ing continued, however, and was kept up in all parts of

the abip until the finally went down.

During Friday night the water gained gradually, but all on heard being in presty good spirits they worked to the best of their ability, feeling that when the morning came they possibly might speak some vessel and thus be saved. The fatal Saturday come at last, but prought socking but tecreased fury in the gale. Still we worked on, and at about wo o'clock to the afternoon the storm lafled a little and the clouds broke away. Hope was renewed and all now

worked like giants.
At 4 P. M. we spied a sail, and fired guns and placed one dag at half must. It was seen, and the brig Marine, of Boston, bore down upon us. We then considered safety certain. She came near us, and we spoke to her and told our condition. She laid by about a mile distant, and we in the only three beats saved placed all the somes and chil-dren, and they were safely put on board the brig. All evening was fast approaching, we discovered another sail, which responded to our call, and came them to tay by and send a beat as we had done left. She promised to do so, but that was the last we saw of her recent at a distance, which grow greater and greater ever

tog affect much longer, although we all felt that if we CONTINUED ON EIGHTH PAGE 1